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Reply Dated 4/5/2006

IN THE CLAIMS:

1. (PREVIOUSLY PRESENTED) A computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset, the method comprising:

collecting data regarding each of a plurality of mobile assets;

providing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

processing the data relative to the set of rules to develop historical information regarding actual usage of each mobile asset, the information for said actual usage being arranged so as to list a plurality of operational modes accumulated for the asset over a selectable period of time; and

distributing the information via a global information network.

2. (PREVIOUSLY PRESENTED) The method of claim 1 wherein said historical information regarding actual usage of the asset is enhanced with environmental data collected during the actual usage of the asset, with said environmental data comprising at least one environmental parameter contributing to the level of wear of said asset.

3. (ORIGINAL) The method of claim 1 further comprising determining a service recommendation for each respective mobile asset based on the actual usage of said respective mobile asset.

4. (ORIGINAL) The method of claim 3 further comprising communicating said service recommendation to an operator of the mobile asset.

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5. (ORIGINAL) The method of claim 4 wherein said service recommendation includes suggesting a service center able to perform said service recommendation.

6. (ORIGINAL) The method of claim 5 wherein the suggested service center is based on the position of the mobile asset relative to said service center.

7. (ORIGINAL) The method of claim 6 wherein the suggested service center is further based on whether said service center is part of a chain of preferred service centers.

8. (ORIGINAL) The method of claim 1, wherein the step of distributing information further comprises:

linking a data center to the global information network;

linking a service center for the mobile assets to the global information network; and

posting a recommendation for a service activity for one of the plurality of mobile assets on a web site accessible via the global information network.

9. (ORIGINAL) The method of claim 1, further comprising:

collecting data regarding cargo being transported by the respective mobile assets;

using the data regarding cargo to develop information regarding the cargo;

and distributing the information regarding cargo via the global information network.

10. (ORIGINAL) The method of claim 1 further comprising:

collecting data regarding respective service functions provided through a respective one of the remote assets;

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using the data regarding the respective service functions to develop information regarding said functions; and

distributing the information regarding said service functions via the global information network.

11. (ORIGINAL) The method of claim 10, further comprising:

developing a web site including a respective web page including information regarding the service functions performed for each one of a respective plurality of customers; and

providing access to the respective web pages via the global information network to the respective plurality of customers.

Claims 12 -14. (CANCELLED)

15. (PREVIOUSLY PRESENTED) A computerized method for managing a plurality of mobile assets, the method comprising:

collecting data regarding each of a plurality of mobile assets;

processing the data to develop historical information regarding actual usage of each mobile asset; and

posting to an operator of a respective mobile asset, based on said collected data, reminder information to ensure compliance of any applicable regulatory requirements.

16. (ORIGINAL) A computerized method for managing a plurality of mobile assets, the method comprising:

collecting operator data regarding the operating of each one of a plurality of mobile assets by a respective operator;

processing the data to develop historical information regarding the operation of the mobile asset by the respective operator; and

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posting to said operator, based on said collected data, reminder information to ensure compliance of any applicable regulatory requirements.

17. (ORIGINAL) The method of claim 16 further comprising analyzing said collected data to verify satisfactory compliance by the respective operator of said regulatory requirements.

18. (ORIGINAL) The method of claim 19 further comprising posting to said operator economic incentive information to encourage said operator to have the mobile asset serviced by a service center that is part of a chain of preferred service centers.

19. (ORIGINAL) The method of claim 18 further comprising issuing commands to the mobile asset, based on said collected data, to avoid non-compliance of said regulatory requirements.

20. (PREVIOUSLY PRESENTED) A computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset, the method comprising:

collecting data regarding each of a plurality of mobile assets;

providing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

processing the data relative to the set of rules to develop historical information regarding actual usage of each mobile asset, the information for said actual usage being arranged so as to list a plurality of operational modes accumulated for the asset over a period of time;

using the historical information to develop a failure prediction for at least one of the plurality of remote assets; and

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distributing the information via a global information network.

21. (PREVIOUSLY PRESENTED) A computerized method for managing a plurality of mobile assets using information indicative of actual usage of each asset, the method comprising:

collecting data regarding each mobile asset of a plurality of mobile assets that together constitute a mobile asset system;

providing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

processing the data relative to the set of rules to develop historical information regarding actual usage of each said mobile asset, wherein said historical information is classified based on a plurality of operational modes accumulated for the asset over a selectable period of time;

using the historical information to generate recommended operational settings for each asset so as to increase the performance and operating life of the mobile asset system; and

distributing the operational settings via a global information network.

22. (PREVIOUSLY PRESENTED) A system for managing a fleet of mobile assets using information indicative of actual usage of each asset, the system comprising:

a data gathering element configured to collect data regarding each of a plurality of mobile assets;

a memory device for storing a set of rules comprising relationships for processing the collected data to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

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a processor configured to process the collected data relative to the set of rules to develop historical information regarding actual usage of each mobile asset, the information for said actual usage being arranged so as to list a plurality of operational modes accumulated for the asset over a selectable period of time; and

a data link in communication with a global information network for distributing information related to the plurality of mobile assets.

23. (PREVIOUSLY PRESENTED) A system for managing vehicles using information indicative of actual usage of each asset, the system comprising:

a plurality of sensors carried on a vehicle for generating data indicative of the operation of the vehicle;

a memory device carried on said vehicle for storing a set of rules comprising relationships for processing the generated data to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

a processor carried on the vehicle for processing said generated data relative to the set of rules to develop information indicative of the operation of the vehicle for its useful life; and

a transmitter for transmitting said information to a global information network for communication to interested parties.

24. (PREVIOUSLY PRESENTED) A system for managing vehicles using information indicative of actual usage of each asset, the system comprising:

a plurality of sensors carried on a vehicle for generating data indicative of the operation of the vehicle;

a transmitter for transmitting data from the vehicle to a data center;

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a receiver at the data center for receiving data transmitted from the vehicle;

a memory device at the data center for storing a set of rules comprising relationships for processing data received at the data center to determine a plurality of operational modes for each asset, each of said operational modes being associated with a distinct level of wear in an asset;

a processor at the data center for processing the received data relative to the set of rules to develop information indicative of the operation of the vehicle over the useful life of the vehicle; and

a data link at the data center for transferring data indicative of the operation of the vehicle to a global information network for communication to interested parties.

25. (PREVIOUSLY PRESENTED) A system for managing a vehicle within a fleet of vehicles using information indicative of actual usage of each asset, the system comprising:

a plurality of sensors carried on a vehicle for generating data indicative of the operation of the vehicle;

a memory device for gathering and recording operational data for the life of said vehicle;

a data link in communication with the memory and with a global information network for transferring information relating to the operation of said vehicle to the network;

a first processor configured to process the operational data relative to a set of rules comprising relationships for processing the operational data to determine a plurality of operational modes for said vehicle, wherein each of said operational modes is associated with a distinct level of wear in a vehicle in order to develop individual historical information regarding actual usage of each vehicle, the information for said actual usage being arranged so as to list the plurality of operational modes of the vehicle; and

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a second processor accessing a data base of fleet historical information data relating to the operation of other vehicles in the fleet corresponding to said vehicle and evaluating the individual historical information for said vehicle in light of said fleet historical information from said other vehicles in the fleet.

26. (ORIGINAL) A computerized method for managing a plurality of mobile assets, the method comprising:

collecting data regarding each of a plurality of mobile assets;

processing the data to develop historical information regarding actual usage of each mobile asset, said actual usage being arranged in a plurality of operational modes of the asset, each of said operational modes being indicative of a respective state of health of said asset;

establishing a cost/benefit evaluation of the mobile asset for a proposed future plan of use in light of the state of health of the mobile asset; and

distributing the information via a global information network.

27. (ORIGINAL) The method of claim 26 further comprising determining a service recommendation for each respective mobile asset based on the actual usage of said respective mobile asset.

28. (ORIGINAL) The method of claim 26 wherein said economic value of each respective mobile asset is further based on whether any service recommendations for the asset have been complied with.

29. (ORIGINAL) The method of claim 27 further comprising predicting faults likely to occur based on whether any service recommendations for the asset have been disregarded.

30. (ORIGINAL) A computerized method for managing a plurality of mobile assets, the method comprising:

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collecting data regarding each of a plurality of mobile assets having warranties covering the operation of the mobile assets;

processing the data to develop historical information regarding actual usage of each mobile asset, said actual usage being arranged in a plurality of operational modes of the asset;

determining the remaining warranty coverage of each respective mobile asset based on the actual usage of the asset; and

distributing the information via a global information network.

31. (ORIGINAL) The method of claim 30 wherein said warranty coverage determining step comprises adjusting said coverage based on whether any service recommendations for the asset have been complied with.

32. (PREVIOUSLY PRESENTED) A method of managing a fleet of railroad locomotives, the method comprising:

gathering data relating to operation of each locomotive of a fleet of locomotives on-board the respective locomotive;

wirelessly transmitting data from each locomotive to a database off-board of the locomotives;

processing the data to develop information related to performance of the locomotives; and

providing access to the information in a human readable form to a plurality of users via a global information network.

33. (PREVIOUSLY PRESENTED) The method of claim 32, further comprising providing a map indicating locations of the respective locomotives via an Internet web page.

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34. (PREVIOUSLY PRESENTED) The method of claim 33, further comprising providing access to information related to performance of a selected locomotive via a hyperlink accessible via the Internet web page.

35. (PREVIOUSLY PRESENTED) The method of claim 32, further comprising:

processing the data to identify a potential for a failure in one of the locomotives before occurrence of the failure; and

providing information related to the potential for the failure to a service provider via the global information network prior to the one of the locomotives arriving at the service provider's location.

36. (PREVIOUSLY PRESENTED) The method of claim 32, further comprising:

automatically issuing an abnormal condition alert in response to data indicative of a degraded condition in one of the locomotives; and

providing access to information related to the abnormal condition alert to the plurality of users via the global information network.

37. (PREVIOUSLY PRESENTED) The method of claim 1 wherein the mobile assets are railroad locomotives.

38. (PREVIOUSLY PRESENTED) The method of claim 15 wherein the mobile assets are railroad locomotives.

39. (PREVIOUSLY PRESENTED) The method of claim 16 wherein the mobile assets are railroad locomotives.

40. (PREVIOUSLY PRESENTED) The method of claim 20 wherein the mobile assets are railroad locomotives.

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41. (PREVIOUSLY PRESENTED) The method of claim 21 wherein the mobile assets are railroad locomotives.

42. (PREVIOUSLY PRESENTED) The system of claim 22 wherein the mobile assets are railroad locomotives.

43. (PREVIOUSLY PRESENTED) The system of claim 23 wherein the vehicles are railroad locomotives.

44. (PREVIOUSLY PRESENTED) The system of claim 24 wherein the vehicles are railroad locomotives.

45. (PREVIOUSLY PRESENTED) The system of claim 25 wherein the vehicles are railroad locomotives.

46. (PREVIOUSLY PRESENTED) The system of claim 26 wherein the vehicles are railroad locomotives.

47. (PREVIOUSLY PRESENTED) The method of claim 30 wherein the mobile assets are railroad locomotives.